

WRIGHT AND CURTISS FLY

America's Greatest Aviators
Begin Week's Series
of Exhibitions.

LIBERTY STATUE CIRCLED

Dayton Inventor Also Makes
Two Circuits of Island
Parade Ground.

His Views the City From Singer Tower
With Intention of Flying Up the Hudson
to Grant's Tomb in Afternoon,
But Changes His Mind—Aeroplane
Slightly Jolted in Landing Because
There Were Too Many Photographers
and Their Machines Were in the Way
—Curtiss Got Off Early in the Morning,
but Wasn't Satisfied With Working
of Machine and Came Down.

The aeroplane flights by the two great
experts, Wilbur Wright and Glenn H.
Curtiss, which are expected to be one of
the remarkable features of the Hudson-
Fulton celebration, began yesterday in
almost perfect weather. Wright made
two flights and Curtiss one.

Curtiss flew first, leaving his aerodrome
early in the morning before Wright
got to Governors Island, but he stayed
up less than a minute. Wright made his
first trip shortly afterward, circling the
Statue of Liberty. In the afternoon he
flew around the island parade ground
twice. He intended to fly up the Hudson,
but changed his mind.

A more beautiful setting could not be
imagined than the great amphitheatre
formed by Governors Island for aeroplane
flights. There has been much speculation
as to what Mr. Wright would attempt, but
as the aviator is not given to ordinary
accomplishments it was a foregone conclusion
that he would do something worth-while.

When Mr. Wright left the island Tuesday
night his machine was in splendid
condition for flight, but no announcement
was made of his plans. At 8 o'clock yesterday
he crossed the ferry for Governors
Island, and as he gazed at the sky he saw
favorable indications for flying. He
crossed the fields to the parade grounds
to find that his rival Glenn H. Curtiss had
taken advantage of the calm morning to
get into the air.

Mr. Curtiss, who is given to early morning
exhibitions, had spent the night on
the island in order to be there for an early
trial. Before 6 o'clock the doors of his
aerodrome were open and his trim little
flier was rolled out. In spite of the un-
reasonable hour many of the officers had
sacrificed their sleep to be present.

Curtiss took his place in his biplane
and flew in the face of the wind and then
against it, remaining in the air less than
a minute, when he decided to come down
on account of some minor defect in his
machine.

Wright noted what his competitor had
done and decided to try some flying him-
self. He didn't say much, but walked
over to his aerodrome and ordered his
machine brought out and put on the
monorail. The big eight foot propellers
were put in motion and revolved with a
tremendous velocity. Then the aviator
took his seat.

In an instant the machine slid along
the monorail and rose in the air. The
ascent was gradual, and upon attaining
an altitude of forty feet Wright circled
around the parade ground. Then re-
circling it he wheeled toward the south-
west for a point slightly to the north of
the Statue of Liberty.

As Wright passed within twenty feet
of the statue, which is 305 feet high, he
came within reach of Miss Liberty's
elbow.

Then the aviator described a figure
eight and circled over the great ships
that were at anchor and flew within a
short distance of the Jersey shore. Finally
he winged his way back to the starting
point on the island.

Mr. Wright made another flight less
spectacular late in the afternoon, in
which he made two circuits of the Gov-
ernors Island parade ground. He esti-
mated that while travelling against the
wind he got up a speed of forty miles and
while flying with it an average of from
fifty-seven to fifty-eight miles.

The atmospheric conditions were al-
most ideal and at no time did the wind
exceed ten miles an hour. An officer
said that not in ten years had there been
a more perfect morning for aeronauts.

In making the first landing the machine
got a rough jolt and the left wing tip
scraped the ground. It was at first thought
the craft had been injured, but a quick
examination showed that it was in good
condition. The aviator said:

"That was one of the worst landings
that I have ever made and no other
machine could have stood it."
One of the first on the spot to congrat-
ulate Mr. Wright was Gen. Wood, who

TO-DAY'S PROGRAMME.

Military Parade With Foreign Sailors in
It the Feature.

The big military parade will be the
leading feature of the Hudson-Fulton
celebration to-day. It will start at 1
o'clock from Central Park West and
110th street, proceed down Central Park
West to Fifty-ninth street, through to
Fifth avenue and down the latter thorough-
fare to the arch.

There will be about 25,000 men in line,
it is estimated. Perhaps its most inter-
esting and novel feature will be the sail-
ors from the foreign ships. There will
be troops of the Regular army, the West
Point Cadets and the National Guard
regiments of the city and also the Naval
Militia.

Besides these there will be the Albany
Burgess Corps, Old Guard, Spanish War
Veterans and various semi-military or-
ganizations. Major-Gen. Charles F. Roe
will act as grand marshal.

The visiting sailors will march in this
order: English, German, French, Mexi-
can, Italian and Argentine. The Italian
Naval Cadets will be seventh in line, just
ahead of the West Point Cadets.

Another big feature of to-day's cele-
bration will be the reception and ball
which the Hudson-Fulton commission
will give at the Brooklyn Academy of
Music. Both Hughes and Mrs. Hughes
will be among those who receive at the
ball and the dancing floor should shine
with glittering uniforms. Nearly all of
the official guests have accepted invita-
tions. So too have the officers of the ships.

For this ball the entire building will
be thrown open. For the entertainment
of the guests there will be a concert and
organ recital in the music hall. The
arrangements for the music and supper
have been on an elaborate scale.

Down in Richmond borough they will
be busy this evening too. A banquet
is to be given there at the St. George
ferryhouse, which has been elaborately
decorated. Dr. Cook and Glenn H. Cur-
tiss are to be among the guests. Gov.
Hughes and Mayor McClellan will speak.

There will be motor boat races on the
Hudson to-day. These races will take
place in the afternoon off the water gate
at 110th street.

The Clermont and the Half Moon will
spend most of the day at Ossining, leav-
ing there at 4 P. M. for Peekskill.

DIAMONDS IN DEMAND.

Especially Since July—Mining Will Soon
Be Active Again.

Special Cable Dispatch to THE SUN.
KIMBERLEY, Sept. 29.—The chairman
of the Jagersfontein Diamond Company,
presiding at a meeting to-day, congrat-
ulated the shareholders on the improve-
ment in the market. He said the demand
had grown again to its former extent and
was likely to continue.

The improvement had been especially
noticeable, he said, since July. The De
Beers and Jagersfontein companies,
which had exhausted their monetary re-
sources to prevent a crisis, have now
recovered their financial equilibrium,
and would be able to increase their mining
operations by the end of 1909.

WARRANTS FOR UNION LEADERS.

International Mine Workers Charged With
Libelling Dominion Coal Co.

MONTREAL, Sept. 29.—Warrants were
issued to-day for the arrest of Harry
Bonafide and Peter Paterson, members
of the Board of International Union Mine
Workers of America, who at present are
attending the mine workers' convention
in Indianapolis. They are charged with
conspiracy against the Dominion Coal
Company.

The warrants are the result of the evi-
dence brought out at the trial of Dan Mc-
Dougall, charged with criminal libel by
the coal company.

KILLS BROTHER AND SISTER.

C. F. Brun, After Committing Two Mur-
ders, Kills Himself.

HARTFORD, Conn., Sept. 28.—In South
Woodstock to-night C. F. Brun shot and
fatally injured his brother, Dr. Armin E.
Brun, killed his sister, Miss Freda Brun,
and then killed himself.

He was formerly a member of the firm
of Haversey & Brun, commission mer-
chants of New York.

The father of the brothers died six
months ago, leaving an estate of \$200,000,
which has not been divided. The summer
residence in South Woodstock, where the
shooting occurred, is valued at \$15,000 and
there is a large estate.

THRASHED RUSSIAN OFFICIAL.

German Consul at Harbin Stirs Up New
International Trouble.

Special Cable Dispatch to THE SUN.
ST. PETERSBURG, Sept. 28.—Newspapers
here print a story to the effect that Herr
Baumüller, the German Consul at Harbin,
after the trouble caused by his advice to
the Russian residents not to pay taxes to
the Russian officials, openly refused to
recognize Russian authority within the
Russian settlement.

He thrashed and otherwise ill treated
a high Russian official who had charge
of the proceedings against the German
firm of Heiting, which had been served
with a writ in consequence of its refusal
on the Consul's advice to pay taxes.

Henry Van Wormer Hangs Himself.

DENVER, Sept. 29.—Reduced from afflu-
ence and an honored place at the New
York bar to selling newspapers on the
street Henry Van Wormer this morning
ended his misery by hanging.

For twenty-five years Van Wormer had
been a sufferer from locomotor ataxia.
In an effort to regain his health he came
to Denver a few years ago, thinking Colo-
rado's climate might benefit him. He did
not derive the benefit expected and found
himself in distress.

About two years ago a relative left him
money and he embarked in the real estate
business, but it was not long before the
money had disappeared.

Fulton Tablet at N. Y. U.

Exercises were held yesterday after-
noon for the unveiling of the Robert
Fulton memorial bust in the Hall of Fame.
Dr. Charles Stewart Smith of the Chamber
of Commerce spoke on "Robert Fulton."
James G. Cannon, in the absence of S.
Paul Egan, president of the Ameri-
can Board of Trade, read the address.
Samuel W. Fairchild, chairman of the
committee on internal trade and im-
provements, after a few words of eulogy
unveiled the bust of Fulton.

SANDY HOOK ROUTE STEAMERS
will be withdrawn Oct. 1. Get tickets now.
—Ad.

C. W. MORSE MADE PRESIDENT

BECOMES HEAD OF THE HUD-
SON NAVIGATION CO.

Through Relatives and Friends He Gets
Control of the Steamboat Line and
Assumes Authority—Line Now Pros-
perous—To the Tombs on October 5.

Charles W. Morse is back again in the
Hudson Navigation Company. He was
elected to the presidency of the corpora-
tion on Tuesday. The announcement
came hot on the heels of rumors that
Charles W. Morse was getting into his
old stride and little by little was getting
his hands on the steamship properties,
control of which he was forced to relin-
quish a year and a half ago.

Two weeks ago Morse bought the stock
of Peter McCarthy, who has been a
director in the Hudson Navigation Com-
pany for the last year and a half. The
stock, added to the holdings which did
not pass from the ownership of Morse's
relatives when he was forced to get out
of the directorate of the corporation,
was sufficient to secure for him reelection
to the board of directors.

Nobody said anything about the ex-
change of places between Morse and
McCarthy, and observers in Wall Street
supposed that Morse was busy only in
the reorganization of the Metropolitan
Steamship Company and possibly in the
Eastern Steamship Company, the line
running up the New England coast from
Boston.

The directors of the Hudson Naviga-
tion Company met last Tuesday and
quietly elected Mr. Morse to be president
of the corporation. A. I. Culver, who
has been president for about a year,
resigned, but was retained as a member
of the directorate.

The Hudson Navigation Company
used to be the property of Morse, and his
father's estate, his sister and other
of his relatives held blocks of stock in it.
Just now they hold three times as much
of the stock as any other one shareholder,
but it is said that their holdings do not
amount to an out and out controlling
interest.

That the interest was sufficient
for control by Morse when added to
that of his friends among the stock-
holders and the officers of the company
was shown at the election on Tuesday.

The Hudson Navigation Company never
was a part of Morse's biggest steamship
enterprise, the Consolidated Steamship
Lines, which controlled the Clyde Line,
the Mallory Line, the Eastern Steamship
Company and the Metropolitan Steamship
Company, but the interrelation was
intimate enough to occasion the purchase
of some of the bonds of the other com-
panies by the Hudson Navigation Company.
When dividend time came around at
the close of 1907 the stockholders of the
Hudson Navigation Company learned that
their steamboats had earned them
25 per cent. on their money, but that
payment was offered to them in bonds
of the Metropolitan Steamship Company,
which just then wasn't paying much of
anything at all.

A stockholders' investigation showed
that \$200,000 of the earnings of the Hud-
son Navigation Company had gone to
buy securities of the Consolidated, the
Metropolitan and the Clyde Lines.

Mr. Morse said yesterday that he didn't
think there would be any changes in the
running of the Hudson Navigation Com-
pany. He said that as a matter of fact
there hadn't been much of any change
in the stock control of the company.
The line has a fleet of seven steamers
running to Albany and Troy, among
which are the Adirondack and the C. W.
Morse, and just now is earning between
4 and 5 per cent. on its capital stock, which
amounts to \$7,168,500.

Mr. Morse didn't have anything to say
about the future of the Metropolitan
Steamship Company, in which he and
Charles S. Mellen, president of the New
York, New Haven and Hartford Railroad
Company, are said to have acquired a
joint control. Mr. Morse said that there
couldn't be anything to be said about
that until after the auction of the com-
pany, which comes on October 5.

Morse went to the Federal Building yester-
day afternoon to see United States At-
torney Wise and Judge Lombard about
extending his \$125,000 bail bond to Oc-
tober 11, the date of the opening of the
United States Circuit Court of Appeals,
which will dispose of his appeals.

The extension could not be granted
without the presence of all the Judges
of the Court in open sitting. As
the court will not sit until October 11
Morse must surrender himself to Marshal
Henkel on October 5 and sleep in the Tombs
until his appeal is disposed of.

READY FOR BALLOON RACE.

Massachusetts to Send Many Pilots to St.
Louis for Contest.

NORTH ADAMS, Mass., Sept. 29.—Massa-
chusetts, which has been rapidly taking
the lead over all the States in the country
in the sport of ballooning, both in the
number of ascensions and passengers
carried, is now graduating a considerable
class of aeronautical pilots, and in the
coming St. Louis balloon endurance
race will have two and possibly three
representatives in the contest.

H. Arnold of this city, who had the
thrilling experience of falling into the
North Sea during the last Berlin race
two years ago, left to-day for St. Louis,
where on Monday, when the race is held,
he will pilot a balloon in the contest.
Arnold, singularly the balloon in which A. H.
Forbes and Augustus Post fell 3,000 feet
to earth without injury in the same Berlin
race.

Clifford B. Harmon, whose home is
in New York but who has made most
of his qualifying trips in this State, will
enter the race as pilot of the balloon
"New York."

A third possible contestant pilot will
be H. Helm Clayton of Canton, who is
now making his final ascensions to qualify
and will compete if a suitable balloon
can be found. Mr. Clayton was aid
in the balloon Pommer when it won the
wonderful race from St. Louis to Asbury
Park, N. J., over half the United States.
Mr. Arnold has selected as his aid Leroy
Taylor of New York and Mr. Harmon
will take along Augustus Post, also of
New York.

GREAT NAVAL PARADE TO NEWBURGH
Friday, Sept. 30.—Memorials of Sept. 28th
will be withdrawn Oct. 1. Get tickets now.
—Ad.

ROB BANK OF \$10,000.

Three Armed Men Held Up Cashier at
Glenwood Springs, Col.

GLENWOOD SPRINGS, Col., Sept. 29.—The
Citizens National Bank was held up and
robbed of \$10,000 in cash at 3 o'clock this
afternoon by three armed men, who es-
caped.

The robbers rode up to the rear of the
bank, dismounted, and tied their horses.
They then went to the front entrance and
while two walked in the third remained
in the door as a guard.

There was no one in the bank but As-
sistant Cashier E. E. Drach, who was at the
cashier's window. The robbers covered
him and told him to hand over the cash.
Drach hesitated a moment, when one of
the bandits cocked his gun and told him
to hurry or be shot.

Drach gave the men all the money in
his sight, which they put in sacks. The
three then went to the rear of the bank,
mounted, and rode away.

Just then Deputy Sheriff Devildes
appeared, and suspecting something
wrong from the actions of the men started
toward them and ordered them to halt.
He fired several shots, but none took
effect. By this time Drach ran out of
the bank to sound an alarm. A hurried
call was made for volunteers to join the
Sheriff's posse, and in less than half an
hour the pursuit was on.

THE ROOSEVELT DUE TO-DAY.

Pearly Coming to-morrow for Parade
—He Decides to Stop Talking.

PORTLAND, Me., Sept. 29.—Commander
Pearly arrived here to-night from Bar
Harbor, where he has been with Gen.
Thomas H. Hubbard for the day going
over the data which will be embodied
in his statement relative to Cook's claim
that he reached the pole. Pearly said
to THE SUN representative to-night:

"The statement concerning Cook's
claims has not yet been written. I do
not know when it will be. Gen. Hubbard
and I have gone over the data which will
be embodied in it when it is made. It
will be placed before the members of the
Pearly Arctic Club before it is given to
the public. Gen. Hubbard is planning
to go to New York the first of next week,
and the statement will not be made pub-
lic until after he has consulted with
officers of the club, of which he is the
president."

"I shall make no further comments
upon the Cook matter in any form. Any
statements purporting to be made by
me, until the forthcoming Cook state-
ment is given to the public, may be stamped
as false. I shall talk no more about
the controversy in any way. This is
final and decisive. No queries will be
answered from any one."

Pearly expects to receive a telegram
to-night that the Roosevelt has reached
Sandy Hook. When he hears that she
has arrived there he will start from Port-
land for New York and he will take a po-
sition upon her bridge when she enters the
marine parade off Friday. If she does
not reach New York in time for the parade
Pearly will go to Eagle Island on Friday
and remain there until the first of next
week, but he expects to be in New York
on Friday morning, and will probably
leave here to-morrow night by the Knick-
erbocker Express.

He has read with avidity every inter-
view which is said to come from Whitney
and Cook.

PLOTS TO KILL TWO RULERS.

Peter of Serbia and Nicholas of Montenegro in Peril From Serb Enthusiasts.

Special Cable Dispatch to THE SUN.

VIENNA, Sept. 29.—Telegrams from
Belgrade announce the discovery of a
wide-spread conspiracy against King Peter
of Serbia. The chief plotter is former
Minister Genic, leader of the regicides
who did away with King Alexander in
June, 1903.

It is understood that the discovery was
due to investigations by Dr. Novakovic,
an intimate friend of King Peter, whose
suspicions were aroused by the frequent
visits of Genic to Paris, where he attended
meetings with an alleged friend of an
English prince.

A large number of officers are compro-
mised, and nearly all were implicated in
the tragedy of 1903. King Peter has
commanded that the suspected officers
be drafted for service in Belgrade in order
that their movements may be the better
watched.

A despatch from Cetinje says that a
military conspiracy against Prince Nich-
olas of Montenegro has been discovered.
It is believed that it is connected with
the plot against King Peter in Serbia.

Numerous arrests have been made.
The plot, which originated and is
financed abroad, is said to aim at ousting
the reigning dynasties of Serbia and
Montenegro because they did not fight
against Austria's annexation of Bosnia
and Herzegovina, and the uniting of
Serbia and Montenegro.

MOROCCAN DELEGATES HERE.

One of Them Has Two Slaves to Make
Him Safe at the Astor.

Sidi Elarbi Essan Hadji, son of the
Under Secretary of State of the Interior
Department of Morocco, is the head of the
Moroccan delegates to the Hudson-Fulton
celebration who arrived at the Hotel Astor
yesterday afternoon. The delegation is
here with letters from the Sultan of Mo-
rocco to the President, which they will
deliver after the celebration is over.

They all went up to West Point yester-
day afternoon except Sidi Tebbi Othman,
who is known to foreigners as Dr. Holz-
mann. He remained behind at the Astor
with the two slaves to guard him. Dr.
Holzmann is court physician to the Sultan
and the only one of the delegation who
speaks English.

The thing that surprises the Moorish
delegates most is the freedom of American
women. In their own country the women
are kept behind walls and are not allowed
as much liberty as the slaves.

Dr. Newcomb's Library Sold to the Col-
lege of the City of New York.

WASHINGTON, Sept. 29.—Dr. Anita New-
comb McGee, executrix of the estate of
her father, Simon Newcomb, has sold the
library of the noted astronomer to the
College of the City of New York for \$5,000.
On her petition Chief Justice Claiborne
to-day ratified the sale. The library
contained 4,000 books and several thou-
sand pamphlets, maps and photographs
relating to astronomy and other sciences.

AROUND THE BIG WARSHIP FLEET.
Sandy Hook House Steamer from foot of Cedar
St. to N. Y. N. 100, 120 P. M. Tickets \$1.00, 50c
and 25c. Important line stations.—Ad.

AUTO SMASHUP KILLS TWO

HAD LEO STEVENS'S BALLOON
IN THE MACHINE.

The Dead Are Parker Norton, a Mineola
Editor, and Edward Baker—They
Had Been Following the Balloon
—Leo Stevens Was in Another Car.

MINEROLA, L. I., Sept. 29.—Parker
Norton, editor of the Mineola Press, and
Edward Baker, proprietor of a garage
here, were killed to-night when an auto-
mobile in which they were riding struck
a telegraph pole on the Jericho turnpike
a mile and a half from this place. The
third man in the car, William Watson,
a chauffeur, was pinned in the wreckage,
but was not seriously injured. The men
had been following Leo Stevens's balloon.
They had taken it into the car and were
bringing it to Mineola when the accident
occurred.

Stevens, Dr. W. H. Lucas of 210 West
Thirty-ninth street, New York, and a
newspaper photographer named Riley
had ascended in the balloon from 138th
street, The Bronx. They passed over
Hempstead at about 5:30 o'clock and made
a landing near Hicksville half an hour
later. Two automobiles had been follow-
ing them, one the car driven by Watson
and the other a machine owned by A. R.
Partington, president of the Long Island
Motor Parkway.

When the landing was made Mr. Part-
ington's car had caught up with the
balloon and the other machine was but
a little behind. The landing was effected
without difficulty.

Mr. Stevens and Dr. Lucas packed up
the balloon, and when the Mineola machine
came up they fastened it on behind. They
then got into Mr. Partington's car and
both machines started for Mineola. Mr.
Partington and the balloonists electing
to make the trip by the country roads,
while Watson took the Jericho Turnpike.
It was presumed that on this better high-
way Watson's machine would be at Min-
eola when the other arrived.

When Mr. Partington and the aero-
nauts arrived here they could find no
trace of the other party and after waiting
a while there they decided that they
had best go over the turnpike and see
what was the matter. It already was
dark and the road was rendered still
darker by the oil with which it is satu-
rated.

About a mile and a quarter from Min-
eola, almost opposite the farmhouse of
Robert Bacon, Mr. Partington and the
aeronauts found the other machine. It
was in a ditch at the side of the road
and had gone through a fence. The
balloon was right side up, but had
smashed into a telegraph pole and the
motor and the whole front of the car
had been crushed by the impact.

Watson by the time the other car ar-
rived at the place where the accident oc-
curred had succeeded in working himself
free of the wreckage and was trying to
resuscitate Baker, who still showed signs
of life.

Mr. Bacon already had telephoned the
Nassau Hospital in Mineola and Dr. Guy
Cleggmore, Dr. Cleggmore in his automobile
went to the hospital ambulance and Dr.
Metzger, the house physician of the hos-
pital, who was in the ambulance, jumped
into the automobile. When they got to
him Baker was still alive, but stimulants
had no effect upon him and he died a few
minutes later. Norton had been killed
instantly.

Coroner Remsen of Roslyn was called,
and the bodies of the two men were
brought to Mineola. Mr. Partington
took Stevens, Dr. Lucas and the photo-
grapher to Garden City, where they caught
the 10:30 train for New York. Watson,
the chauffeur of the wrecked car, went
to Krug's Corners for the night. He was
not arrested.

There are many trees on the sides of
the road at the place where the smashup
occurred. Watson, the chauffeur, said
that in the darkness he did not see a wagon
which was approaching them until they
were almost upon it. He then turned
sharply to avoid hitting it and as he did
so he lost control of his machine and it
went into the ditch, crushed through the
fence and struck the pole.

Although the car was entirely wrecked
the balloon attached to it was not injured
and was brought back to the city by Mr.
Stevens.

Mr. Baker was about 26 years old and
was recently married. Mr. Norton was
about 47 years old. He is survived by
a wife and two children.

BROOD DEMOCRATS IN ROW.

Trouble Over Alleged Attempt of Com-
missioner Berry to Oust Chairman.

A meeting of the Rhanquac Club, the
Democratic organization of The Bronx,
became so disorderly last night that
Frank Wilson, secretary of the club, tele-
phoned for the police. According to
Mr. Wilson the trouble was caused by
an attempt made by Park Commissioner
James E. Berry of The Bronx to take the
chair from Deputy Water Commissioner
Charles Marron, who was defeated in
the last primaries.

Friends of Marron accused Berry of
trying to turn the club over to the fusion-
ists and the argument grew so hot that
the police cleared the hall.

Thirteen of the twenty-eight captains
left with Marron.

Frederic P. Olcott Left Estate in New